





BP5: PTW Design and Protective Equipment

Reference: BP5 021	Title of Project:	SAFESPOT
Version: 1	Website:	http://www.safespot-eu.org
Brief Description of Project:	<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2;"> <p>SAFESPOT is an integrated research project co-funded by the European Commission Information Society Technologies among the initiatives of the 6th Framework Program.</p> <p>The objective is to understand how intelligent vehicles and intelligent roads can cooperate to produce a breakthrough for road safety.</p>  <p>Developing sensor technologies provide the potential to have real time information on the vehicle environment, thus providing advanced warning of potentially hazardous situations. Telematic technologies are becoming more common on vehicles as information and support systems supported by the growing consumer market become widely available.</p> <p>The aim of the project is to prevent road accidents by developing a Safety Margin Assistant that provides advanced warning of potentially dangerous situations and that extends the drivers' awareness of the surrounding environment.</p> <p>The Safety Margin Assistant will be an Intelligent Cooperative System based on Vehicle to Vehicle (V2V) and Vehicle to Infrastructure (V2I) communication systems.</p> <p>There are 8 sub-projects within SAFESPOT including the development of sensor systems both in-vehicle and as part of the highway infrastructure.</p> </div> </div>	

	<p>There appear to be several interlinked projects in this ITS area (SAFERIDER, WATCHOVER, SIM), all seeking to utilise and develop emerging technology to improve PTW safety.</p> <p>Concerns have been expressed about user dependence on similar ITS systems and the potential danger of a partially equipped vehicle fleet.</p>
Monitoring Data:	None.
Results:	There has been progress in the sub-project areas but the project is continuing.
Key Effective Conclusions:	Enhanced inter-vehicle communication (V2V) and vehicle/infrastructure systems may, in the future, provide an effective countermeasure to junction collisions involving PTWs and other urban collision types. The impact will depend on the development of cost effective, reliable technology and market penetration. The investment required for infrastructure development would be considerable and it is noted that specific adaptation of the technology to PTWs would be required.
Projects for Comparison:	<p>Saferider (BP5 016).</p> <p>SIM (BP5 019).</p> <p>APROSYS (BP5 018).</p> <p>Watchover.</p>
Justification:	The systems under development as part of the SAFESPOT project may have long term potential to contribute to eSUM objectives but this could be a decade or more into the future.